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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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DETROIT RIVER STATISTICS.

Secretary Ferry, of the Detroit Chamber of Commerce, has received a letter from C. H. Keep, secretary of the Lake Carriers' Association, in reply to his communication asking about statistics of Detroit river traffic.

"I suppose you are well aware," says Mr. Keep, "that there are no statistics of the commerce of the river other than careful estimates prepared from the statistics of ports above and below the river. It would be impossible for the Lake Carriers' Association to compile complete statistics of the lake traffic or Detroit river traffic, even if it had funds to employ the necessary clerks. When working for the United States government you have the resources of all the customs offices at your command, and the customs officials are directed to give you every assistance, but this they would not do for the Lake Carriers' Association, as it puts them to too much extra work, for which they receive no pay.

"Hundreds of vessels each season clear from Buffalo to Chicago and take on and discharge cargoes at intermediate ports without reporting at the customs houses. The customs house figures for soft coal shipped from Ohio ports, therefore, often represent not more than half of the actual shipments, and the error amounts to many hundred thousand tons. The same is true of vessels clearing from Chicago to Buffalo and taking on cargoes at Milwaukee, etc. There is no possibility of Congress requiring vessels to report at the custom houses at intermediate ports. Dispatch is the most important thing in the lake business. Vessels arrive at intermediate ports and take on or discharge cargoes in the night time, when the customs house is not open."

Mr. Keep says the only plan the Lake Carriers' Association was ever able to devise was that vessels other than package freight carriers should be supplied with blanks by the government to report the cargoes laden and unladen at intermediate ports, and that it should be the duty of the master of the vessel to fill out a blank and leave it with the person in charge of the dock, whose duty it should be to mail it in a franked government envelope to the nearest customs office. In the case of package freight carriers, they would be required to make annual reports to the bureau of statistics at Washington. This plan has been considered by the government but no action taken.

"I know of no way of getting at the vessel tonnage moving through the Detroit river," says Mr. Keep, "unless the government stations an agent at some point at or near the river—perhaps the St. Clair Flats canal would be as good a place as any—whose business it would be to take the name and record the tonnage of every vessel passing."

ENCOURAGE SHIPOWNING.

The following remarks in reference to our foreign carrying trade eminating from so valuable an authority as Chas. H. Cramp, should be carefully considered by the present Congress: "We have to deal with facts and actual conditions. The interest of ship owning and ship building are identical, because no nation can successfully own ships that cannot successfully build them. No nation can either build or own ships when, unprotected and unencouraged, it is brought in competition with other nations that are protected and encouraged. This is the existing condition of the ship-owning and shipbuilding interests of the United States.

WINTER NAVIGATION.

The Ann Arbor Railway Company is making preparations to handle more freight across Lake Michigan than ever during this winter's navigation. Having purchased more heavy road engines and more tracks in the yard, the company expects to handle with quicker dispatch more freight than any one line across Lake Michigan. The new Ann Arbor car ferry No. 3, handles package freight with loaded cars at the same time, and the steamer Alice Stafford of the "Soo" line, which has been newly rebuilt for this winter route, and another boat to be put on the same route, when business demands, will handle all the package freight for this road from Manitowoc, Kewaunee, Wis., and Manistique, Mich. Now that navigation is practically closed, package freight will soon move across Lake Michigan. The Ann Arbor car ferries Nos. 1, 2 and 3 expect to run through Green Bay all winter. The large tug Crosby of Peshtigo, Wis., will attend to the boats at Frankfort, Mich.

WRECK INQUIRY—LOSS OF THE PORTLAND.

Congressman Fitzgerald has introduced the following resolution in the 3d session of the 55th Congress:

Resolved, That the Secretary of the Treasury be requested to investigate the circumstances surrounding the recent disaster of the steamer Portland, to determine whether due care and vigilance was excercised by the officials of the company owning and controlling that steamer in allowing her to proceed to sea on the evening of November 26th, and to make particular enquiry in regard to the character of the lifeboats and life-preservers used upon this steamer.

THE report that the noted shipbuilding firm of Vickers' Sons & Maxim, of Barrow-in-Furness, England, is about to purchase an interest in the Newport News shipyard, is partly confirmed by Mr. C. P. Huntington, who said: "It is not true, because the yard has not been sold as yet, but I have been in negotiation with the Messrs. Vickers' Sons & Maxim, who have thought of taking a large interest in the plant and of establishing at Newport News, in connection with the shipyard, a very extensive plant for the manufacture of guns." The gentlemen investigating the plant are Messrs. Crossley, Dunn and Loewe.

A TRIANGULAR COLLISION CASE.

The United States Circuit Court of Appeals has just decided in the celebrated Ohio-Siberia-Mather collision case that the steamer Ohio was blameless, and the damages were divided between the Siberia and the Mather.

The collision occurred in Mud Lake, in May, 1890. The Ohio and tow were bound up and the Siberia and Mather were bound down. The Mather was coming down a little astern of the Siberia, and in trying to pass the latter her suction caused the Siberia to sheer and strike the Ohio. The Ohio sank immediately.

The lower court laid the blame equally on all three boats, holding that the Ohio was negligent in not stopping and backing as soon as the sheer was discovered; that the Siberia was in fault in not reversing as soon as her sheer began, and that it was negligent to experiment with the helm before stopping and backing, and that the initial force which caused this sheer was the suction of the Mather, which was at fault in not passing the Siberia at a safe distance.

In discussing the question of the effect of suction upon the navigation of the Siberia when passing the Mather, the district judge said:

"Here was no narrow channel or confined canal, where these disturbances of vessels passing each other at speed is dangerous and disturbing beyond question, but an open lake with water stretching miles in every direction, not as deep as the ocean, nor as vast where the influence if the least felt, no doubt, bnt still water in at least seeming abundance. These vessels were each about the same size, large screw propellers, heavily laden with iron ore, drawing something less than 15 feet upon water 25 or 30 feet in depth, and the speed of the passing vessel only one mile greater than the other. The Siberia was, if anything, larger than the Mather.

"Why should the Mather sheer her and not she the Mather, or why did not things so nearly eqnal to each other, neutralize this influence the one upon the other? The subject is little understood, but the seemingly small increase of speed is regarded as the fruitful difference.

"That suction is a force to be reckoned with and guarded against when vessels pass in too close proximity is a fact which cannot be denied, and to this force many marine disasters have been attributed. There can be no doubt that the effect of suction began to be noticeable when these boats were within 40 to 70 feet of each other and the stern of the Mather was about abreast of the fore-rigging of the Siberia.

"The speed of the Siberia was increased, but her steam was not. This temporary increase of speed of the slower boat was one of the effects of the suction. Then the Siberia came in closer to the Mather and sheered off to port." It is now understood that the case will be carried to a higher court.

The Ohio was represented by John Shaw, of Detroit, and C. E. Kremer, of Chicago; the Mather by W. C. Wisner, of Detroit, and Hoyt, Dustin & Kelley, of Cleveland, and the Siberia by Canfield & Canfield, of Detroit, and Harvey D. Goulder, of Cleveland.

THE British who have one strong fortress in Saint Lucia, are reported to have enlarged the government lands at Kingston, Jamaica, and intend to make a great naval depot and extensive dock yard there in view of the expected construction of the Nicaragua canal. A naval authority on the island speaks of the projected works as "another Gibraltar to command the canal."

IT is reported in San Francisco that C. P. Huntington will build two steamships of 11,000 tons each for the China trade. They will cost about $2,000,000.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to The Marine Record.

The members of the Shipmasters' Association, as well as the Marine Engineers' Beneficial Association and the Harbor of Masters and Pilots, are getting together and making ready to hold their usual regular meetings at their several rooms here.

The river and the shipping tied up along the wharves and docks has taken on the old wintry appearance. Most of the steamers have their machinery laid up and the schooners are all stripped and their outfits stored away ashore until spring comes waltzing around again.

I was pleased to run across Walter Scott this week, now with Geo. B. Carpenter & Co., shipchandlers and sail makers. Mr. Scott was formerly with the firm of James P. Donaldson, Detroit, but I suppose we know how to appreciate his services and treat him well for he has no desire to change his quarters from Chicago.

The Flint & Pere Marquette Railroad Co. are in trouble again with their employes at Ludington regarding the scale of wages. One hundred and twenty men have been employed this fall, but this number is usually increased to 400 or 500 during the winter time. The company has proclaimed a lock-out, and imported 100 other freight handlers to take the place of the strikers.

One of the prominent marine insurance firms at this port estimates that the total insurance premiums on grain shipped by the lakes from Chicago this season averages about $160,000 and the full amount of premiums paid both on hulls and cargoes on the lakes aggregate about $2,000,000. The claims for total losses they estimate at $2,000,000 and the aggregate claims, including partial, as well as total losses for the season at about $3,000,000.

The grain capacity of Chicago's winter fleet is about 8,000,000 bushels. A year ago the capacity of the winter fleet footed up to 18,000,000 bushels. The early close of navigation and grain blockade at Buffalo is alone responsible for the comparatively few vessels wintering here; as about 100 vessels, which had been slated for return cargoes to Lake Michigan, are held at Lake Erie ports. This situation ought to help vessel rates somewhat, but, on the other hand, grain men point out that stocks in elevators are very much smaller than they were twelve months ago, so that the demand for room will not be as heavy as last winter. At all events, it now looks as if a better rate than 2½ cents on free winter storage and spring delivery at Buffalo would be paid on wheat in the very near future.

The stocks of grain in Chicago elevators on last Saturday evening were 2,912,000 bushels of wheat, 4,581,000 bushels of corn, 924,000 bushels of oats, 204,000 bushels of rye, and 444,000 bushels of barley. Total, 9,065,000 bushels of all kinds of grain, against 28,171,000 bushels a year ago. For the same date the Secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada as 30,559,000 bushels of wheat, 18,153,000 bushels of corn, 6,009,000 bushels of oats, 1,126,000 bushels of rye, and 4,169,000 bushels of barley. These figures are larger than the corresponding ones of a week ago by 3,821,000 bushels of wheat, 307,000 bushels of corn, and 648,000 bushels of oats, and smaller by 102,000 bushels of rye, and larger by 167,000 bushels of barley. The visible supply of wheat for the corresponding week of a year ago increased 821,000 bushels.

In my correspondence last week I pointed out the munificent act of the Illinois Steel Co. in awarding their men a season advance on their stipulated rate of pay. I have since learned that the 5 per cent. advance to about 450 men engaged in handling the company's iron ore during the season will average about $33 each, or $15,000 in all to be distributed by the company. The advance in wages or voluntary bonus may be considered as a forecast of a vast increase in business next season, when it is expected more than 3,000,000 tons of iron ore will be handled at South Chicago. The men, whose services are now recognized, have made remarkable records during the last season for the rapid handling of cargoes. They have repeatedly discharged as much as 5,000 or 6,000 tons of ore from a vessel's hold in a working day. They all will be needed next year, and many more, and the advance is largely in the nature of an inducement for them to remain in South Chicago, to be ready when called upon next spring. It is also a graceful act of appreciation of the men's services by the immense and powerful Illinois Steel Co.

Countess Schimmelmann gave an audience at Central Music Hall this week, a recital of the story of her life. The audience was small, owing to the weather, and the entertainment, which was to have been for the benefit of her work among the poor, was not a financial success. The lecture was illustrated with stereopticon views. Begining with her early life, when the countess left her home to act as "Lady of Honor" in the palace of the Empress Augusta at Berlin, she told how after her father's death she left court life and worked among the fisher folks in the islands of the North Sea. Her brothers and sisters subsequently had her confined in a lunatic asylum, and her adopted sons were kidnapped. She was released through the efforts of friends, and since that time she has pursued her work unmolested. Countess Schimmelmann receives every Friday from 10 to 12 on her yacht Duen, at North avenue bridge. The RECORD would like to see the work of this noble lady prosper and bear abundant fruit this winter in Chicago. She has traveled many weary miles to do good and her whole soul and aim is to benefit humanity and that portion, too, which the RECORD and the majority of its readers are most interested in.

DETROIT.

Special Correspondence to The Marine Record.

The steel tow-barge Aurania will lay up here for the winter. Her cargo of wheat, damaged through her getting nipped in the ice jam, will be disposed of for the interests of all concerned.

A large number of vessel owners visited here this week looking after the work done on their steamers jammed in the ice at the west end of the lake. Cleveland, particularly, was well represented.

It cost the government $70,826 to collect $407,098 in customs duties at this port during the last fiscal year, or 17.4 cents for each dollar. At Grand Rapids the cost was 11.3 cents; Port Huron, 60 cents; Grand Haven, 50.9 cents; Marquette, 70.1 cents.

Representatives of the J. Emory Owen estate, owners of the steamer John Owen, have commenced suit in the United States district court against J. R. Snook, of Mt. Clemens, owner of the small steamer Atlantis, in the sum of $21,000 for injuries to the Owen at the Limekiln Crossing on October 28.

The steamer W. H. Gilbert is at the West Superior ship yard waiting to be placed in dry dock for the repair of touch-and-go damage which promises to be quite extensive. The Arthur Orr is at present in the dock and will remain there some time as she is to be almost rebuilt at an outlay, as now reported, of about $60,000.

The schooner D. K. Clint, with ore for a Lake Erie port, laid up at Malden some weeks ago, her owners deeming this safer for all concerned than attempting to send her to a discharging port. Tuesday afternoon she quietly rested on the bottom in seventeen feet of water. The work of raising her will not be a hard matter for the Detroit wreckers.

George L. Wisner, president of the Detroit Engineering Society, in a paper read before that organization, argued against the prevailing method of handling the funds appropriated for national improvements. He thinks there is five times too much clerkly work, and holds the army officers responsible for the waste and unbusiness-like methods.

According to the report of the captain of the Western liner Troy she made better than eleven miles an hour from Pelee Island to Detroit, through ice averaging five inches in thickness. Water was admitted into the compartments aft and those forward were pumped out. This raised the bow of the vessel so that a good share of her weight could be brought to bear on the ice.

Word was received this week of the total loss of the schooner San Diego, owned by the Parker Transportation Co., of this city. She was chartered by the Atlantic Transportation Co., and after meeting with heavy weather on the Atlantic Coast she opened out and was set fire to when in a sinking condition. Several of her crew hailed from this port. All hands were rescued by a Gloucester fishing boat.

Hiram A. Calvin, of Garden Island, Ont., while on a visit here this week, ridiculed the idea of vessels being constructed for combined lake and ocean service. He says, however, that shipbuilders may keep their yards employed on government departmental tonnage after the enlarged St. Lawrence system of canals are opened, but he can't see where money can be made when trans-shipping of cargoes is found necessary.

Plans have been so far matured that it has been decided to open the Wheeler ship yards about Feb. 1. A number of claims which were in the way of the immediate opening have been settled by stipulation and the yards are rapidly being put in shape for the opening. Mr. F. W. Wheeler has a host of personal friends who will be pleased to see him resuming business on the old successful platform of a few years ago.

Quite a large number of applications have recently been received for admission to the Marine Hospital at this port, presumably through the hard weather experienced during the last few weeks of navigation when it tried the soul cases and chronic diseases of the old flatfoots. The mantle of charity might be drawn over a few of the cases, perhaps, but it is humane and rightfully compassionate to err a trifle on the side of leniency.

There never was any question but what the hull of the burned steamer Aurora would be floated and the insurance companies have contracted with a firm here to float what is left of her. The Aurora was one of the best built wooden steamers afloat, built at Cleveland in 1887 to the order of John Corrigan, and carrying an insurance valuation of $100,000 she was still on her first letter. The hull is burned well below the head of the frames, in fact a few feet below the main deck and to the water's edge after she had settled on the bottom off Bois Blanc Island, entrance to Detroit river, given a flush deck and the hull will make one of the most wholesome tow barges on the lakes.

If the Atlantic Transportation Co. is so struck on lake vessels, and wooden tonnage at that, they could not do better than to place orders at the wooden shipbuilding yards for a new fleet to be ready for the spring. The Davidson yard at Bay City can build them by the mile and close them up in sections of any desired length. A fleet of about a dozen to be ready for May delivery would keep the Davidson wood spoilers with their hands out of their pockets for the next 120 days. A couple of yards here could easily augument the fleet as long as the right sort of timber was procurable. Some of the best wooden boats afloat, both sail and steam, have been built by the Detroit Dry Dock Co., while the Oades yard might also put a couple in frame.

The composite built steamer Fayette Brown was surveyed in the Detroit dry dock on Monday, by Robert Logan, of Cleveland, for her owners, the Northwestern Transportation Company, and by Capt. Hynd, for the underwriters, McCurdy & Prime, Chicago. She was found to have twenty-five broken planks and twenty broken frames, all of which will have to be replaced. While on the middle ground a large boulder worked its way into her bottom thirty feet abaft the midship section, at the bilge on the port side. As the steamer moved this lump of rock broke off and remained in the aperture. That she carried it in her bottom was not known until she was put in dry dock, then a derrick and chains were put at work and it was hoisted out. It was found to weigh 2,250 pounds. The underwriters, no doubt, congratulated themselves that it had not dropped out while the steamer was on her way up the river with five steam pumps going. Nothing could have saved her from sinking again, as the hole it left was a large one. She will have to spend many weeks in the dock, and the amount of the damage has not yet been estimated. Her coal cargo originally consisted of 3,100 tons. Of this, 1,700 tons were pumped out, and the remainder has been sold to Parker & Bro., of this city. The Fayette Brown was built at Wyandotte, by the Detroit Dry Dock Company in 1883. She still rates A 1, and is valued for insurance purposes at $150,000.

BUFFALO.

Special Correspondence to The Marine Record.

The largest receipts of grain have been received here this year, in the history of the port, 200,000,000 bushels being the record last year. This season an advance of 20,000,000 is noted.

The Union Transit Co. has about come to the conclusion to build a 400-foot steel steamer in place of the Moran, which was recently sold to the Crosby Co. It was at first thought that a steamer about 320 feet long, carrying 3,500 tons, would be large enough, but it is likely that the specifications will call for one considerably larger than that.

Johnson & Higgins, representing foreign underwriters, made season contracts for several seasons on some large fleets. If the losses are panning out heavier than they figured on, the syndicate they handle may squeal or squirm but unless they unload their assurances on some other unfortunates they can't kick over the traces or call their season contracts off. With several of the largest companies placing their season risks well ahead the cream of lake underwriting is skimmed anyway.

There is trouble again among the coal miners and it is said that 60,000 tons of coal is ready for spring shipment at lake ports. If the coal men can only secure the grain fleet detained here, to load and store their coal all winter, the miners will surely be knocked out. The proposition has been made to some vessels already, but a mean, starvation rate of freight for spring delivery at upper lake ports was offered. A spring rush for grain to Chicago is now certain as there is but scant tonnage in winter quarters there and a number of boats will make their first couple of trips up the lakes in ballast. There is no reason why coal cargoes should not pay their proper quota of expenses and there might be just a trifle more in it for owners if vessels, as a rule, carried less coal for pastime.

Among vesselmen and others it has been thought all along that the Prime-McCurdy syndicate of marine underwriters at Chicago were the people that had been standing the blunt of the heaviest losses during the latter portion of the season at least, as they certainly did last year. It now appears that the foreign firm of Johnson & Higgins have been shouldered with the major part of the recent heavy losses, but then the kick won't be coming from them until some time next summer after the damages have been repaired, bills rendered, claims adjusted, etc. It may transpire that a number of the foreign underwriters will conclude to drop out of the field for a year or two and thus permit American firms to do business again. The wily Briton is after the dollars and if there is not as large a rake off as he had figured on he may let the blawsted business flicker. The firm of Johnson & Higgins have carried on their lake underwriting as attorneys and general agents for the English companies in a quiet unobtrusive manner, kept down expenses at every turn and if they have had to pay out more than the premiums they have taken in on hulls, freight and cargoes there can not be much left in lake underwriting for home companies after all is settled.

THE new steamer Toronto, of the Richelieu and Ontario Navigation Company's fleet, was given a trial trip last month. The boat was out three hours, and was in charge of Captain William Boyd, and everything ran smoothly both in the machinery and general management. The chief engineer is W. A. Black. Among those present were J. Kerr Osborne, of the Richelieu company; George H. Bertram, M. P., president of the Bertram company; John Betram, vice-president and A. A. Angstrom, manager.

A. G. MIDFORD, a maritime engineer and contractor, offers to deliver the Maine in New York for $250,000 and a third of her appraised value and the Colon for $1,000,000 and one third of her appraised value, the values to be estimated at the time of delivery. If nothing better can be done the Maine will be towed to sea and sunk. The New York Herald publishes a portrait of Naval Constructor Capps, to whose perseverance and skill we owe the recovery of the Spanish vessels sunk at Manila.

CLEVELAND.

Special Correspondence to The Marine Record.

Judging from the large fleet already in winter quarters, the Lorain yards and dry dock of the Cleveland Ship B ilding Co., will be kept very busy on dry docking, overhauling and general repair work.

The delegation from Ashtabula that appeared last week before the members of the River and Harbor Committee put up a strong plea for a liberal appropriation for the construction of a breakwater and dredging at the harbor.

A job of considerable magnitude has been placed with the Devney ship yard at Ashtabula this week. The wooden steamer C. B. Lockwood, built at Quayle's ship yard here eight years ago, will be given new deck beams, decks and recalking.

The tug Carrie Martin, owned by John W. Averill, was sold by Deputy United States Marshal Snyder Wednesday under libel proceedings instituted by George Wadsley. A. M. Wilcox, of Painesville, bought the tug for $310, subject to the libels on her.

The Marine Engineers' Beneficial Association No. 2, held their first meeting for the winter on Thursday night last. At the regular meeting to-night nominations for officers will be in order and a large attendance is expected. Herbert H. Farr has been secretary for the past term.

The steel steamer Maruba, owned by the Minnesota Steamship Company reached her dock safely early on Wednesday morning. The steamer and her consort were held in the ice jam on Lake Erie for about a week, but, with a good deal of thanks to Mr. Coulby, manager of the line, who opened the blockade, the crews are pleased to be once more safely on terra firma.

Congressman Burton's resolution directing the War Department to submit an estimate as to the cost of dredging the Cleveland harbor according to plans prepared by Col. Smith, Corps of Engineers, U. S. A., in charge of the district was adopted by the house on Tuesday. Mr. Burton procured unaminous consent for its consideration. Col. Smith has heretofore recommended $50,000 for the work.

It is quite true that there are not as many fish in Lake Erie as there were 40 to 50 years ago, but when it is considered that there are caught and marketed yearly from 15,000 to 20,000 tons of fish from Ohio waters alone, it does not look as if all the fish were being caught each season. There is but one hatchery, that operated by the United States at Put-in-Bay, where white fish, almost exclusively, are propagated.

Capt. James Stone, supervising inspector of steamboats for this district, will move his headquarters from Buffalo to this port next month. The office being formerly held by gentlemen residing in Buffalo it was found just as convenient for the supervising inspector to remain there, now that an Ohio man is the incumbent, it is quite in order for an Ohio port to furnish desk room, etc., and such is the conclusion which has been arrived at.

The wooden schooner George B. Owen, was taken off the beach near Ashtabula, and arrived at this port on Monday, where she received temporary repairs until she can be dry docked. Much credit is due Mr. Coffin, who represented the underwriters, the Prime-McCurdy syndicate, of Chicago, in the work carried on towards releasing the vessel from her exposed position on the beach and getting her to a port of safety where full and complete repairs can be put on her.

The Ship Owners' dry docks are about the busiest places on the river this week. The large, steel steamer E. C. Pope is in the lower dock receiving repairs to heavy bottom damage, about fifty plates having to be removed; at docks Nos. 1 and 2 the steamers Wawatam and Corsica are also docked for repairs to bottom damage. The schooner Geo. B. Owen and the Ashtabula tug Kunkle Bros. are waiting to dry dock and a list of other vessels are booked ahead to take their regular turns.

Owing to the crowded condition of Buffalo harbor, some Cleveland vessel owners want to get their boats out of that port. All the boats of the Wilson fleet except the steamer Spokane, will come here the latter part of the week if the weather is favorable. The steamer Tower came in last night. The steamer W. D. Rees and schooner D. Z. Norton, after receiving a thorough overhauling and some minor repairs, will load coal. Other boats of the Wilson fleet will also load coal here.

Vessel owners, underwriters, shipmasters, shippers, consignees, and in fact every one directly connected with the lake trade should join in a vote of thanks to H. Coulby, marine superintendent and manager of the Minnesota Steamship Co.; Capt. James Davidson, ship builder and owner, Capt. Edward Morton, ship's husband for the Wilson Transit Co., and Agent J. H. Westcott, of Detroit, for their well-advised action and unremitting efforts in releasing the ice-bound fleet which had been held captive for several days at the west end of Lake Erie.

Mr. H. Coulby, conqueror of the Lake Erie Ice King, has returned home. He met the enemy and they are ours; the ice-bound fleet are now all safely in port. The stranded steamers George Presley and City of Rome, both wooden boats, are in the hands of the underwriters' wrecking agents. Capt. F. D. Herriman, surveyor general for the Prime-McCurdy syndicate carrying the insurance on both boats, was in the city on Wednesday and stated that the steamers would be floated off Pelee Middle ground to-day. They were bound up, one with a cargo of salt and the other with coal.

The Detroit Free Press Tuesday said that the Cleveland Tug Company, owners of the tugs Harvey D. Goulder and C. A. Morgan, refused to send them to the assistance of the Presley and the City of Rome unless they were paid $1,000 a day each. As usual the Free Press man gets in his licks at Cleveland, for C. A. Morgan, manager of the Cleveland Tug Company, states that there was nothing in the story. "We did some figuring with the owners of the vessels and the underwriters interested," said Mr. Morgan, "and all we asked was that our tugs be paid the same rate that the Detroit boats secured for the same work, and that our tugs be insured.

Underwriters' losses on the lake vessels sent to the Atlantic coast recently will aggregate about $92,000. Insurance on the steamer Lloyd S. Porter, sunk in the St. Lawrence river, and upon which the wreckers are now at work, is $42,000; on the schooner H. D. Alverson, $15,000; schooner John O'Neil, $8,000; schooner Porter, $15,000; schooner San Diego, $12,500 and schooner H. H. Brown, $12,000. The steamer Porter was owned by the Jenks Ship Building Company, of Port Huron, Mich., the schooner Porter by Detroit parties, the schooner Alverson by J. C. Gilchrist, of Cleveland, the schooner John O'Neill by C. R. Jones, of Cleveland, and the schooner H. H. Brown by the Vulcan Transportation Company, of Detroit.

Local ore men are of the opinion that there will be a general advance in prices in all grades of ores next spring. The mine owners are at present at work on their next year's scale, but it will probably not be agreed upon for some time. A. M. Robbins, of M. A. Hanna & Co., in speaking of the ore outlook is quoted as saying: "I expect that there will be considerable advance in the price of ores next season. If the mine owners expect to do business at a profit they must raise the price, for the reason that all the ore miners have been granted two increases in wages during the present season, and in some districts the miners have been given three advances in wages. Another reason for expecting an increase in ore is the fact that there will be a larger demand next year than ever before, owing to the general revival of business. I expect also that the price will be affected by the freight rate, for I think that ore rates will be higher because of the removal of a large fleet to the seaboard and the destruction of a number of vessels. That will make competition less strong than this year and ore rates will be higher."

When I reported last week that Mr. Coulby, manager of the Pickands Mather fleet, had been indefatigable in his efforts to release the ice bound fleet on Lake Erie and that he had well earned the thanks of owners, underwriter, the sailing community, etc., I had no idea that he was going to still further enhance his work and that the daily papers would take up the matter. In fact the same issue of the RECORD stated that there had not been nor was there likely to be any newspaper notoriety of Mr. Coulby's well planned and executed measures for relieving the fleet. Detroit papers caught on to the work, however, and this week they style Mr. Coulby a perfect manager in handling lake tonnage. The Detroit Journal said on Tuesday: "Manager Coulby, of the Minnesota Steamship Company, Cleveland, arrived in Detroit Monday night, December 13th. A number of representatives of the marine insurance companies registered at the same hotel. The insurance men went to bed but Manager Coulby started out and hustled all night. By daybreak he had all the available tugs and steamers on the river under charter. Mr. Coulby has demonstrated during the past week that he is possessed of great executive ability and is the man for a great emergency. He took hold of the work when he stepped from the train at midnight. Early Tuesday morning two steamers loaded with provisions and coal for the ice bound fleet were on their way to Lake Erie, and from that time until the present he has not hesitated nor allowed the work to lag for a moment. Not one of the 90 captains who have reported at Detroit has uttered a word of complaint, but all have reported themselves as being exceedingly well satisfied with the prompt measures taken for their relief. Capt. James Davidson, who has been with Mr. Coulby almost constantly since the latter arrived in this city from Cleveland, says: 'Mr. Coulby is a perfect manager. Each departure has been conducted in every particular as well as it possibly could be, and as economically. Mr. Coulby has given entire satisfaction to all of the captains. It has given me much pleasure to observe the successful way in which the work has been done. This praise from Capt. James Davidson speaks volumes. Then again, Capt. James placed himself in charge of the relieving fleet, mapped out the course, planned the practical work of the relief flotilla, spared himself in no particular and successfully accomplished in a seamanlike manner all that he went after, helped his neighbors, for although one of the largest individual vessel owners he hadn't a ton of vessel property at stake or in jeopardy. The lake shipowners can't do without Capt. Davidson when it comes to a show down. He is one of the most successful business men on the lakes, and withal a sailor, of course there are others, but, there is only one Capt. Davidson floating around.

IN front of the theatre Royal at Oxford, England, are, or were, some gigantic stone figures, the age and object of which are buried in oblivion. Two sailors were going by and one of them asked: "Who are these fellows Bill?" "The 12 apostles," was the reply without a smile. "Twelve apostles!" roared the incredulous Jack. "How can that be? There's only six of 'em." "Well, y' swab," replied the learned Bill, "yer wouldn't have 'em all on deck at once, would ye?"—Ex.

FLOTSAM JETSAM AND LAGAN.

The schooner Ishpeming will undergo large repairs this winter at Toledo. Wm. Bell will carry out the work.

"They tell me Capt. Biglump worries so over business that he can't sleep o' nights." "Wuss'n dat, sah! Why, he can't even sleep in chu'ch!"—Ex.

A thousand tons of ship plates have just been discharged at Glasgow, Scotland, from Norfolk, Va. And what is more, the vessel that conveyed the plates carried the American flag. A rare sight on the Clyde these days.

It seems apparent, in view of future movements of troops made necessary by our changing national policy, a transport system should be organized and the control of this important service most completely organized or confided to the navy.

An illuminated naval souvenir sent out by the Berger Mfg. Co., Canton, O., calls attention to its metal ceilings—the number and variety of designs and the artistic character of its patterns. Designs and prices are submitted on all prospective work.

The new steel schooner or rather tow barge Roebling of the Bessemer line has to her credit the largest cargo ever floated on the lakes. Her record shows 7,865 tons of iron ore. Her sister boat the John Fritz is very close after her with a record of 7,795 tons.

The Soo Ferry Co. will add a new boat to its fleet next season. A small steamer will be either bought or built for this purpose. The new steamer will be used in the company's ferry and excursion business, in place of the steamer Beckwith, the days of usefulness of which are about over.

Capt. Leo. Bernard kept his private range lights on St. Mary's river burning until the last boat passed through. Capt. Bernard says that he has been treated well by the vesselmen this year and that they all expressed appreciation of his lights, holding especially valuable those at Birch Point, which have been a great help to navigation.

A young Irishman who recently reached Philadelphia on the British steamer Snowflake is a star in his method of obtaining free transportation by stowing away in some recess of ocean liners. This stowaway has hidden away on steamers 200 times, circumnavigated the globe seventeen times and has been to every part of the world where steamers are in the habit of trading.

Navigation through St. Mary's Falls ship canal closed Wednesday afternoon, Dec. 14th, at 3 o'clock, when the steamer Orinoco and consort Granada were locked through, being the last boats to attempt navigation on Lake Superior. The Granada went into winter quarters at the "Soo." On the way down considerable ice was encountered. Fire broke out on the tug Swain and she sunk with the loss of one man.

The International Navigation Company have arranged to dispatch their magnificent twin-screw express steamship New York (so well known during the recent war as the U. S. auxiliary cruiser Harvard) on a pleasure cruise to Cuba, Puerto Rico and the West Indies. She will visit the principal battlefields of the Spanish-American war, thus affording an opportunity to view, without fatigue or trouble, the scenes of the land and naval combats, so full of interest to all Americans. Ample time will be allowed to inspect all the historic points, and the date chosen for the trip insures delightful weather. The New York will sail from New York on March 4, 1899, and, in addition to visiting the scenes made famous by our brave sailors and soldiers, will call at all the places of general interest in the West Indies.

KISSING GOES BY FAVOR.

Lieut. Hobson, U. S. N., has been kissing like a, well, let us say, like a trooper, for sailors are not great kissers, or rather, perhaps, as kissing goes by favor, they don't as a class, rope in so many favors as they know they are entitled to, and this view the majority will no doubt maintain.

Taking the kissing question seriously, though we don't see how the young naval officer could have eluded the vigilant attention and intention of those interested in his first kissing bee, after the perpetration of which, it was simply a case of striking colors to the gentle, though persistent osculatory bombardment that confronted him at every turn. Ask a woman a reason? Pshaw—, so said an old English judge one time, and p'raps he was near right. We all know that whatever the ladies want they'll have, and there is no circumventing them; but commend us to the Toledo Blade for a line on this subject as follows:

On Sunday night, when he lectured in the Chicago Auditorium, Naval Constructor Hobson, of Merrimac fame, kissed 163 young women, by actual count. This stirred the bile—or was it the envy?—of the Chicago Post, which took the hero to task, and to which the Blade replies thusly: "What! Dost thou think, because thou art virtuous, there shall be no more cakes and ale? Hast thou vinegar in thy veins, instead of rich, warm blood, that stirs in the presence of beauty, and bounds gayly at the meeting of lips? Go to! Get thee to a monastery—one of these old Greek monkeries on Mount Athos, where feminine foot hath not trod for centuries!

"Let us not criticise too harshly the impulsive acts of impressionable young Chicago femininity. Hobson couldn't help himself. The girls desired a kiss, and would you have him so boorish as to refuse? Evidently he did not worry over the Post's surly criticism, for last night he improved the record by kissing some 400 girls, the flower of Kansas City society—thus making and gaining the record up to date."

OPINIONS OF THE PRESS.

When the United States decides to take cognizance of natural laws in dealing with the matter of shipping and navigation, it will advance to the position which it ought to hold as a maritime nation, and the stars and stripes will float in all parts of the world over cargoes carried in American bottoms. That our navigation laws, which have retarded the growth of our merchant marine, are totally inefficient for progress, is conceded by the most thoughtful writers of the day, and those who have made a study of the question. But there is a difference of opinion as to how we shall remedy the ills under which we are laboring, some, and these mostly those who believe in the protective theory, advocating the inauguration of subsidies—a system which the advocates of equal rights to all declare is remedying one evil with another. And the latter seem to be right. With the conditions as they are it does seem the height of folly to burden the people with legislation in favor of special classes to secure benefits which we ought to secure without it. At any rate it would do no harm to revise the navigation laws by permitting the American to buy his ship where he can buy it the cheapest, and it will not be long before he will be able to buy it the cheapest at home.—Duluth Evening News.

The following are a few excerpts from prominent journals of different cities on this subject and they have food for thought in them:

Chicago News: A small paragraph in President McKinley's message brings out the unheroic fact that if commerce is going to follow the flag it must do its following mostly in English ships, under the English flag, and that what does not follow in British bottoms will follow in French and German. Very recently a British trade journal, devoted to iron and steel interests, recalled that a few years ago when the first steamship was built on the Atlantic coast of America, the steel plates for the ship were brought over from Glasgow, whereas at the present British builders are buying steel ship plates of America. This country is already competing with England and Germany in the world's iron and steel markets. No doubt steel is made in the United States today at considerably less cost than elsewhere in the world, but when it is exported it goes out in the ships of other countries. We can send steel plates across the Atlantic for the building of ships on the Clyde, but it seems we cannot keep the same plates at home and build the ships here. It is not a question of cheap material, for, as said, we have the material cheaper than elsewhere. It is not a question of skill, for the war with Spain affords ample proof that American-built ships of battle are equal to the best in the world. It is not a question of lack of trade, for this country sends out more ocean freights than any other, save Great Britain. Surely American seamanship is not lacking. Nor is there any lack of available American capital, for this country is now the cheapest money market in the world.

St. Louis Republic: Secretary Gage has outlined his plan for restoring onr merchant marine, or, rather, for increasing it to a point where it will enable American citizens to reap a large share of the $150,000,000 to $200,000,000 now being paid out annually to foreign ship owners for carrying our products abroad. This plan involves the payment of subsidies for carrying freight in vessels whose owners will comply with the existing registry laws. It has been endorsed by the President in his message, and was punctured most thoroughly by Senator Vest in a recent speech. The Senator referred to the endorsement by the President in phrases of keen ridicule. He said that this defective, unjust and ruinous system embraced in the navigation laws is to be remedied by a worse system—taking the tax money out of the treasury in order to do away with the vicious system that now prevails. Senator Vest despairs of curing our navigation laws of the blight that is killing our carrying trade so long as present political conditions last. He has seen since his entrance into public life American shipping dwindle until only 11 per cent. of the foreign trade of the United States is carried in American bottoms. His remedy is: "Let the American buy his ships where he can buy cheapest. Take off this relic of monarchy, this miserable legislation that prohibits an American from buying where he can buy cheapest. Let him raise what he pleases and carry it abroad in his own ship and under his own flag." This is the joint conclusion of common sense, common honesty and Democracy.

New York Herald: We are now producing in this country the cheapest coal and iron and steel in the world, and as we have the most ingenious artisans it follows that our people will soon be able to build ships at home for less money than they could be bought abroad. Hence the absurd law which has prevented our people from buying ships abroad is being nullified by the development of our resources and the progress of our industries. It is a striking instance of a mischievous statute being slowly but surely overuled by the operation of benignant and more powerful natural laws.

New York Times: We can turn out, as we have proved, "manufactures of iron and steel" in competition with the British manufacturers and win. A modern steamship is a manufacture of iron and steel. Why can we not turn out this particular manufacture, as well as any others, in competition with the British? The answer is obvious. Our ship builders have been protected against the British ship builders by a statute modeled upon a British statute of Charles II. This statute protects them to the point, not merely of actual, but of formal prohibition. No American is allowed to buy a foreign-built ship. All experience shows that this prohibitory protection has never been abandoned by those who imagine they profit by it. We can never know what they will really do until it is taken away from them. Instead of talking, as the President and Secretary of the Treasury and the Navigation Commissioner talk about giving additional pay to manufacturers already protected by prohibition, the thing to be done is to allow American citizens to buy their ships where they can buy them cheapest. That would compel the American shipbuilders to "hustle for a living" like all the rest of us. The result would surprise them agreeably. As the most clear-sighted of his representatives agree, it would surprise the British ship builders very disagreeably.

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone, Secretary Chicago Board of Trade.

Cities Where Stored.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley Bushels.
Buffalo	3,787,000	1,740,000	682,000	104,000	1,725,000
Chicago	2,912,000	4,581,000	924,000	204,000	444,000
Detroit	109,000	588,000	4,000	19,000	86,000
Duluth and Superior	2,957,000	1,187,000	50,000	27,000	262,000
Milwaukee	16,000	.....	3,000	4,000	81,000
Montreal	23,000	25,000	78,000	2,000	2,000
Oswego	.....	193,000	.....	.....	98,000
Toledo	319,000	603,000	106,000	13,000	.....
Toronto	156,000	.....	6,000	.....	45,000
On Canal	.....	.....	.....	.....	.....
Grand Total	30,559,000	18,153,000	6,009,000	1,126,000	4,169,000
Corresponding Date, 1897	35,565,000	38,539,000	14,383,000	3,645,000	4,605,000
Increase	3,821,000	307,000	648,000	.....	167,000
Decrease	.....	.....	.....	102,000	.....

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

BUFFALO COAL SHIPMENTS.

Coal shipments from Buffalo for the season of 1898 are at an end. The shipments for the week ending December 10th aggregated 43,450 tons, distributed as follows: Chicago, 27,000 tons; Milwaukee, 9,900 tons; Gladstone, 1,000; Manitowoc, 2,500 tons; Depot Harbor, 3,000 tons.

Freight rates to Chicago and Milwaukee were 40c per ton at the close of navigation.

Since December 10th, three additional cargoes, aggregating 10,000 tons, cleared for Chicago.

The total shipments from Buffalo for the season of 1898 were 2,448,443 tons, an increase of 114,114 tons over the season of 1897. The distribution of this year's shipments was as follows:

Chicago, 1,064,259; Milwaukee, 528,995; Duluth, 305,258; Superior, 211,812; Toledo, 67,990; Green Bay, 29,240; Gladstone, 34,000; Racine, 28,780; Kenosha, 7,520; E. Saginaw, 3,920; Bay City, 12,050; Parry Sound, 4,550; Lake Linden, 29,873; Sault Ste. Marie, 2,160; Port Huron, 4,700; Ashland, 10,550; Manitowoc, 23,750; Depot Harbor, 10,950; Pequaming, 100; Marinette, 1,604; Port Colborne; 1,060, Alpena, 125; Grand Marais, 450; Byng Inlet 250; Detroit, 600; Seymour, 400; Escanaba, 1,000; Cheboygan, 700; Marine City, 650; Manistique, 1,500; St. Ignace, 400; Menominee, 1,250; Amherstburg, 975; Washburn, 3,450; Grand Haven, 700; Algoma, 300; Ft. William, 16,400; Marquette, 13,400; Port Stanley, 1,467; Benton Harbor, 900; Houghton, 2,225; Port Arthur, 3,392; St. Joseph, 800; Sheboygan, 10,100; Hancock, 3,700; St. Clair, 888; Portage, 7,650; Waukegan, 1,000; Port Clinton, 600; Sarnia, 800. Total, 2,448,443.

Shipments of coal for season of 1897 were 2,334,329, making an increase of 114,114 tons for season 1898.

MARITIME LAW.

DONNELL V. BOSTON TOWBOAT CO.—BOSTON TOWBOAT CO. V. DONNELL.

(*Circuit Court of Appeals. First Circuit, October 4, 1898.*)

1. Collision—Tug and Tow—Failure to Slacken Speed in Fog.—Unless under special circumstances, a tug and tow are bound by articles 13 and 18 of the sailing rules, and a steamship, having in tow a barge 280 feet in length, and carrying sail, which saw an approaching bank of fog five or six minutes before entering it, but did not signal the tow to take in sail until after entering the fog, and did not slacken speed even after hearing the fog horn of an approaching schooner, and was going at the rate of between eight and nine knots when the tow collided with the schooner, was at fault for the collision.

2. Same—Change of Course by Sailing Vessel.—Where signals were exchanged between a steamship and a schooner a proaching each other at night in a fog, the steamer has a right to rely on the sailing vessel keeping her course, and if it is changed and a collision follows the burden is on the schooner to prove that the change of course did not contribute to the collision.

3. Same—Libel for Damages—Issues.—A libelant cannot claim that a tow was in fault for a collision, and should share in a division of the damages, where his libel alleges the fault to have been wholly that of those in charge of the tug.

Appeal from the Circuit Court of the United States for the District of Massachusetts.

This was a libel by William T. Donnell against the Boston Towboat Co. for the sinking of the schooner Josiah R. Smith in a collision. From the decree of the circuit court, both parties appeal.

Before Gray, Circuit, Justice, and Colt and Putnam, Circuit Judges.

Colt, Circuit Judge. These are cross appeals from the decree of the district court in the case of William T. Donnell against the Boston Towboat Co., which was a libel to recover damages for a collision between the schooner Josiah R. Smith and the barge Lone Star, in tow of the steamship Orion. The Josiah R. Smith was a three-masted schooner, 178 feet long, 35 feet wide, and 669 tons net register. She was loaded with a cargo of coal, and was proceeding to the eastward on a voyage from Baltimore to Boston. The Orion was an ocean steamer, built of iron, 276 feet long, 1,167 tons net register, and was towing the Lone Star by a steel hawser 125 fathoms in length. The Lone Star was originally a steamer, and had been altered into a barge. She was built of iron and was 281 feet long. She had three masts and carried some sails. The steamship and tow were proceeding to the westward on a voyage from Boston to Newport News without cargo.

The collision occurred soon after 9 p. m., on April 7, 1895, outside the westerly entrance of Vineyard Sound, some 2½ miles distant from Gay Head. The night was clear until a few minutes before the collision, when a thick fog suddenly shut in. The wind was about south, and there was a fair breeze. The schooner was heading E. by N. ½ N with all sails set. She was on the starboard tack, and her speed was about five knots. The steamship and the barge were heading S. W. by W. and their speed was between eight and nine knots. The barge had her sails set. According to the schooner's account, shortly before nine o'clock, the fog setting in, the master ordered the mechanical fog horn to sound three distinct blasts, which was done every minute until the collision. Shortly after nine o'clock the fog whistle of an approaching steamer was heard about a point and a half on the port bow of the schooner. The signal was three blasts, showing that it was a steamer with a tow. The master of the schooner, knowing he was well on the starboard side of the channel, in order to give the steamer and tow plenty of room, ordered the man at the wheel to luff a little; and while the schooner was luffing and heading about east, the steamship Orion was seen crossing the bow of the schooner right ahead at a high rate of speed. Thereupon the master, seeing that a collision with the steamer would take place unless he could avoid it, ordered the man at the wheel to come back to his course, by which action a collision with the Orion was prevented. But, as the schooner was keeping off, the barge Lone Star at once loomed up in the fog and struck the schooner just aft of the fore rigging on the port side, cutting in as far as the main hatch and causing her as once to fill with water and sink. According to the steamship's account, when the fog set in the master at once blew a signal to the barge to take in all sail in order to slow down which she could not safely do while the barge had her sails set. Immediately after the steamship began blowing three short blasts of her steam whistle at intervals of not more than one minute, showing she was a steamer with a tow. After signaling the barge the master of the steamship heard three blasts of a horn which seemed to bear about three points on his starboard

bow. The master ordered the helm of the steamship to be put to starboard, and at the same time gave two short blasts of his steam whistle, indicating he was directing his course to port He then signaled the barge to starboard. Shortly after, the master of the steamship again heard three blasts of a horn; and this time it appeared somewhat more abeam of the steamship on her starboard side; and immediately afterwards he saw the topsails of a schooner, which proved to be the Josiah R. Smith, a little abaft of her starboard beam, a short distance away, and going in the direction of the barge.

The court below found that the steamer and her tow were at fault for proceeding at too high a rate of speed in a thick fog, and the schooner was at fault for changing her course by porting her wheel after the signal of the steamer was heard, and directed the damages to be divided. The evidence is conclusive that at the time of the collision the steamer was going between eight and nine knots an hour in a thick fog and that she continued to proceed at the same speed after hearing the fog horn of the schooner.

Article 13 of the sailing rules (23 Stat. 438) is as follows:

"Every ship, whether a sailng ship or a steamship, shall in a fog, mist or falling snow, go at a moderate rate of speed."

The rule as to what constitutes moderate speed varies somewhat in different cases. The speed must be such as will enable the steamer to avoid the other vessel after she has been able to make her out. The Cambridge, 2 Low. 21, 23, Fed. Cas. No. 2,334; Dolner v. The Monticello, 1 Holmes, 7, 13, Fed. Cas. No. 3,971; The City of Brooklyn, 1 Prob. Div. 276.

In the Bolivia, 1 C. C. A. 221 49 Fed. 169, 171, the rule is thus stated by the circuit court of appeals for the second circuit:

"The rule is firmly established in this country, and also in England, that the speed of a steamship is not moderate, at least in localities where there is a likelihood of meeting other vessels, if it is such that she cannot reverse her engines and be brought to a standstill within the distance at which, in the condition of the fog, she can discover another vessel." The Colorado, 91 U. S. 692; The Eleanora, 17 Blatchf. 88, Fed. Cas. No. 3,335; the Martello, 34 Fed. 71. 39 Fed. 505.

Article 18 is as follows:

"Every steamship when approaching another ship so as to involve risk of collision, shall slacken her speed, or stop and reverse, if necessary."

In the case of the John McIntyre, 5 Asp. 278, 279, it was held that, where a steamer heard the fog signal of another vessel more than once from such a direction as to indicate that the vessel was approaching her, it was her duty to at once stop and reverse.

"If a steamer in a thick fog, so thick that she can hardly see before her, hears another vessel in her neighborhood on either bow, not being able to see her, and she herself not going at her slowest pace, the question is whether, under those circumstances, the officer in charge of the steamer ought not to conclude that it is necessary, in order to avoid risk of collision, that he should stop and reverse. I do not hesitate to lay down the rule, not strictly as a matter of law, but as a matter of conduct, that, the moment such circumstances as these happen, it is necessary, under the article, to stop and reverse. * * * However difficult it may be for persons in command of steamers to do what the law directs, in my opinion we must hold strictly that in a dense fog, the moment another vessel is found on the bow, or in near vicinity on either bow, and she herself is going at any speed, it has then become necessary, under the 18th rule, not merely to slacken speed, but instantly to stop and reverse." The Nacoochee, 137 U.S. 330, 11 Sup. Ct. 122; the Alberta, 23 Fed. 807; the North Star, 43 Fed. 807; The Rosetta, 6 Asp. 310; the Resolution, Id. 363.

In order to free herself from fault under articles 13 and 18, the steamer offers as an excuse that she had not time after meeting the fog to slow down or stop before the collision with safety to herself and her tow, because the barge did not have time to get in her sail. It is contended that a tug with vessels in tow is in a different condition from one unincumbered. She is not mistress of her motions. She cannot advance, recede, or turn either way at discretion. She is bound to consult their safety as well as her own. She must see that what clears her of danger does not put them in peril. A tug, therefore, is not in fault for not doing exactly what a steamer not so incumbered would have done in the same situation. The Lord Bangor, [1896] Prob. Div. 28; the Syracuse, 9 Wall. 672; the Alleghany, Id. 522; the Galileo, 24 Fed. 386, 391; the Lucy, 20 C. C. A. 660, 74 Fed. 572; the Josephine B., 7 C. C. A. 495, 58 Fed. 813; the Rose Culkin, 52 Fed. 328, 330. Speaking generally, it may be said that these cases relate to the relative duties as between a steamer without a tow and a steamer with a tow, and are not directly in point. Although there may be some authority for holding that under the circumstances the Orion could not have been required to have stopped entirely in the fog, this does not relieve her of her duty of slowing down sooner. Unless under special circumstances, we think a tug and tow must be held to be bound by articles 13 and 18. Considering the danger to navigation from a tug with a tow, of the character of the Orion and Lone Star, there is good reason for maintaining that they should be required to exercise the utmost care. Although it is not permitted to condemn a tow of this character as unlawful, we should hold tugs which navigate the coast with a long and hazardous fleets to the use of extreme care, in the interests of common safety. The Berkshire, 21 C. C. A. 169, 74 Fed 906; the Gladiator, 25 C. C. A. 32. 79 Fed. 445.

RULES OF THE ROAD SIMPLIFIED.

(COMMUNICATED.)

With helm signals compulsory on the Great Lakes, according to act of Congress, Rule 26, the rules for preventing collision of steamers may be brought into the following practical form:

Position. Lights Seen Aboard.	Action Required.
INDICATING SAFETY.	
1. Red light anywhere to port.	Keep your course.
2. Green light anywhere to starboard.	Keep your course.
3. Simultaneously, red light to port and green light to starboard.	Keep your course.
INDICATING DANGER.	
4. Combined red and green light ahead.	Change course according to agreement.
	One whistle, direct your course to starboard.
	Two whistles, direct your course to port.
5. Red light to starboard.	Change course according to agreement.
	One whistle, red light to cross first.
	Two whistles, you cross first.
6. Green light to port.	Change course according to agreement.
	Two whistles, green light to cross first.
	One whistle, you cross first.
IMMINENT DANGER.	
7. Simultaneously, red light to starboard and green light to port.	Change your course immediately, so as to have both vessels either to port or to starboard; if you cannot change your course in time, stop and give the danger signal.

NOTE TO 5 AND 6:

Changing the course, according to agreement, always means to go either ahead or astern of the other vessel, no matter how many points the required change may be. Under ordinary circumstances both vessels have to change their courses so as to facilitate keeping clear of one another. But if the vessel that has to go astern of the other can not change her course, she has to stop or reverse.

JOHN MAURICE,
Civil Engineer and Nautical Expert.

Chicago, Dec. 21, 1898.

EASTERN FREIGHT REPORT.

Messrs. Funch, Edye & Co., New York, in their weekly freight report to the RECORD of the New England ports state as follows:

Our list of fixtures begins to show the shrinkage generally noticeable at this time of the year, grain charters being mainly confined to the evening up of old contracts for this month's shipment, and apparently very little new business offering. Owing to the scarcity of prompt tonnage, owners were enabled in most of these charters to obtain very full rates, and it begins to look as if, given a fair volume of cargo, present rates might be maintaind during January, in spite of the previously established discount for that month's freights as against December. Rates to Cork f. o. for January may be quoted at 3s. 9d.; there is apparently no demand for prompt boats for this destination, and the rate of 4s. 3d. is nominal. A few cotton charters have been closed from the Atlantic cotton ports at easier rates; the demand from the Gulf is fairly active for December @ January boats, which continue scarce, whilst berth freights ruling there do not warrant the rates secured on charters. We can report a couple of timber boa's closed from the Gulf at full rates, and some further inquiry, checked, however, by vessel owners' demands. General business is not very active; rates for large time boats are tapering down to average figures, although some prompt steamers could still manage to secure extreme rates.

The condition of the market for sailing vessels has not materially improved since our last report, although there is a slightly better enquiry in some directions. Owing, however, to the continued scarcity of tonnage, nothing of importance has been accomplished, as the ideas of charterers and owners continue too far apart. Under existing circumstances any change in rates ought to be in favor of tonnage.

TOLEDO DELEGATION BEFORE THE RIVER AND HARBOR COMMISSION.

The River and Harbor Committee of the House of Representatives gave a hearing on Monday to a delegation of business men from Toledo.

Arguments and briefs were presented by Representative Southard, Hon. N. H. Swayne, F. N. Quale and Mr. Denison B. Smith, who urged the need of the further improvement of the harbor to properly accommodate Toledo's rapidly growing lake business.

Statistics familiar to lake people, but possibly new to some of the committee, were submitted to prove the industrial and commercial importance of Toledo, the extent of its rail and lake traffic, and the imperative demand that existed for enlarged facilities.

The inadequateness of the channel as it is now was fully explained and the cost of the improvement asked was mentioned.

The committee was assured that a channel four hundred feet wide in the clear and twenty feet deep for the whole distance was demanded by the trade requirements and that nothing short of it would serve the purpose. Estimates by engineers of the War Department were offered to show that the work could be done for about $1,000,000 in addition to the money already expended.

The delegation made a favorable impression and it is believed that Toledo will fare well in the legislation which will be recommenced by the River and Harbor Committee.

The Toledo City Council has also received the following communication from Assistant U. S. Engineer Blunt:

"I am directed by Col. Jared A. Smith, Corps of Engineers, U. S. A., to inform you that your resolution passed November 28, 1898, requesting that harbor lines be established in Maumee bay has been referred to him by the Hon. Secretary of War for recommendation.

"Also, that in pursuance thereof, he will visit Toledo on Thursday, 22d. inst., and will hold a public hearing upon the subject at nine o'clock on the morning of that day. All parties interested in the matter are urged to be present."

TRADE NOTES.

Catalogue No. 9 is a brochure issued by the Battle Creek Steam Pump Company, of Battle Creek, Mich., showing illustrations of the Marsh steam pumps, their construction, method of handling, with suggestions and instructions regarding their use. Steam users requiring a pumping outfit would do well to figure with this well established and reliable firm previous to placing their orders.

The Hilles & Jones Company, Wilmington, Del., have just published Catalogue P, 1898-9, illustrating and briefly describing some of their representative machine tools for working plates, sheets, bars and structural shapes, from which persons interested may obtain a fair idea of the various tools, such as bending and straightening rolls, punches and shears for all purposes, riveters, planers, flanging clamps and rolls, etc. The firm are to be congratulated on the excellent typographical appearance and large, well defined cuts shown in their trade literature.

A SPECIAL from London on Tuesday states that the Carnegies have secured an order for 40,000 tons of steel rails for the Cape of Good Hope, at 15 shillings per ton under the English tenders.

MARINE RECORD

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CLEVELAND, O., DECEMBER 22, 1898.

OUR thanks are due to the Hon. E. T. Chamberlain, Commissioner of Navigation, for an early copy of his annual report to the Secretary of the Treasury.

IT would appear to most people in these latitudes that winter was just about beginning. Let us call to mind that the mid-winter day has passed and the sun is again traveling north, slowly, of course, for the first few days, but with the northern declination increasing each twenty-four hours.

SEVERAL of the most energetic vessel owners and managers took well advised action in releasing the ice bound fleet on Lake Erie last week. It is a cause for congratulation that owners can and do handle their own business and tonnage without relegating their duties to assumptive irresponsibles.

ASSURERS may write their signatures under any form of policy and yet it seems to be generally understood, or taken for granted, that an underwriter is chiefly concerned with marine risks. On the other hand, we have insurance companies dealing with life, fire, accidents, lightning, burglary, simoon, typhoon, cyclone, tornado and all other sorts of risks, but they are insurers, not underwriters, or rather both, with the accent on the term insurance.

IN THE list of the season's lake casualties sent out from Chicago this week we note that only one death is reported due to the heat in the stockhold of the Northern Line passenger steamer North Land. This vessel, like her sister ship the North West, is fitted with the water-tube boilers of the peculiarly fatal type, before which, lake firemen fall like stalks of wheat running foul of the sharp edge of a sickle, judging, if we may, from the frequent changing of the stoke hold crews. Why not adopt mechanical instead of human stokers to work these boilers.

VESSEL-OWNERS are now given a chance to point out the method of procedure usually taken by appreciative underwriters, but ignored in lake practice. Several salaried men made herculean, well advised and successful efforts in their endeavors to release the ice bound fleet on Lake Erie. It was their duty. They are paid to perform the work of their office or position. Their best efforts and unremitting attention to the welfare of their employers' interests are demanded from them, but, where extraordinary labor, skill and discretion is brought to bear, resulting in the probable saving of a million or so of dollars, it is the ordinary custom and only technical courtesy to fully acknowledge the indebtedness. Now let us see what honors (if any) will be awarded to the salvors and ice conquerors.

TONNAGE STATISTICS—FRACTIONAL PARTS.

The issue of the MARINE RECORD, No. 13, Vol. 21, March 31, 1898, contained an editorial on the intended disuse of recording the fractional parts of tonnage on the admeasurement of vessels. We then said:

"Unless the proper records are kept as supplemental information by the Treasury Department at the office of the Bureau of Navigation we are likely to go on adding errors to errors year after year, for either a ship can be measured accurately or she can not. If the former is the case, let true records be kept and not court confusion in the future by canceling large fractional parts of a ton."

After a period of several months we take the following excerpt from the annual report of the Commissioner of Navigation to the Secretary of the Treasury: "Tonnage statistics for the year show superficially an increase of 72 vessels and a decrease of 19,282 tons compared with the previous fiscal year. Without explanation these figures are misleading. The bureau directed last year that fractions of tonnage should be discarded in tonnage accounts, and that in the case of new vessels hundredths of a ton (each equal to only one cubic foot) need not be marked on the main beam of vessels. Applied to nearly 23,000 vessels the omission of the fractions amounts in the aggregate to between 10,000 and 11,000 tons, or over half the apparent decrease in tonnage for the fiscal year."

Relative to the foregoing, we suggested that in lieu of marking the fractional parts of her measurement on the main beam of a vessel, only the full tons might be stamped or cut in, and by discarding the fraction when it was less than a half, or adding one ton when the half was exceeded, a tolerable fair means of the nation's tonnage might be maintained. In any event we called for the exact admeasurement of vessels to be recorded in the archives of the Bureau of Navigation, and further stated that "the tonnage of the United States merchant marine should always be accurately known."

Our remarks relative to the foregoing were variously treated by other class journals and commented upon, but it has taken nearly three-quarters of a year for the aggregate discrepancy to be shown up in its full force through the annual report of the Commissioner of Navigation just from the government press.

In the former article on this subject we quoted 1,384 vessels built in the United States in 1891. By allowing a mean fraction of $\frac{50}{100}$ tons for each vessel we pointed out that an error of nearly 700 tons would occur in one year alone through the addition of new tonnage and the discarding of all records of fractional tonnage. That our mean or average fraction was a practical one, and nearly correct, is shown in the report of the Commissioner of Navigation, wherein he quotes an irregular record showing a lack of 11,000 tons in the total of nearly 23,000 vessels, yet it should also be borne in mind that fractions up to $\frac{90}{100}$ must also be discarded unless the odd ten cubic feet can, by some means, be figured into the measurements taken by the customs official when the vessel is admeasured.

Insisting upon accurate figures being available we would again suggest that while the fractional parts of a ton need not be stamped or cut into a vessel's main beam, the exact record of her measurement should be kept at Washington and be used in the compilation of national tonnage statistics by the collaborators at that point.

In again touching upon the subject we can but reiterate our views of several months ago, when the innovation was first inaugurated, by stating that the division we then made on the half-ton limit seems to be forcibly and fairly accurately a just one, furthermore, that our previous suggestion relative to exact figures being kept at Washington for particular and general use be made a new departure in the office of the Bureau of Navigation.

WE ARE told that the mills of the gods grind slowly, but they grind exceeding small; moreover, we are aware that the MARINE RECORD has consistently, as well as persistently, advocated the calling of a court of inquiry on wrecks and important casualties. The powers that be circularized vessel owners and others, asking if such a departure would meet with their unqualified approbation, the reply was almost unanimously in the negative, so the issue was scotched, shunted off, pushed on one side, relegated to the realms of futurity, and all this occurred several moons ago. Now it can be taken aboard as a truism that a good thing won't down, or rather, can't be kept down everlastingly. This leads us to the point where Congressman Fitzgerald, ignoring the principal of the Steamboat Inspection Service, the Board of Supervising Inspectors, or the score of local boards, has just introduced a bill in Congress requesting the Secretary of the Treasury to put the wheels of his departmental machine in the proper order of progressive movement and investigate the circumstances relating to the recent loss of the passenger steamer Portland, also to make particular inquiry in regard to the character of the life-boats and life-preservers used upon that steamer. In the MARINE RECORD No. 49, Vol. 21, we treated at some length upon the method of handling boats, also upon the value of wreck courts of inquiry. In the succeeding issue appeared an article on life buoys and belts or jackets, all of which was, of course acknowledged as being logical and eminently practical, etc., but it was only so felt by subordinates; the dog's tail kept wagging but there was no move to the body. It had often wagged before with the supreme consciousness that the other extremity was unaware of the pendulum like regularity of the departmental narrative, tale (tail), and thereby has hung the whole subject. Should Mr. Fitzgerald's resolution go through, and we trust it may, the Secretary of the Treasury, beginning, as perforce he must, at the snout, will shake up the head and shoulders so as to slightly interrupt the vibratory action of the tapering end of the departmental anatomy so that both ends may move in harmony and unison with their master (the people), whom they serve. An official inquiry is held when there is a heavy loss of life on shore; we simply ask for the same procedure in the event of marine casualties. Only this, and nothing more.

"FLEET of the P. & O. Co.—Largest in the World." Under the above caption a verdant contemporary dealt out last week to its similarly circumstanced readers a stickfull or two of ignorant untruths. To partly offset such a wrong impression the MARINE RECORD may state that the two largest ship-owning firms in the world are the German lines, Hamburg-American Packet Co., with a fleet of 85 vessels, aggregating 425,043 gross tons, and the North German Lloyd, of Bremen, with a fleet of 78 vessels, having a gross tonnage of 383,203. The most that the "would be" statistical collaborator claims for the great English Peninsular & Oriental Co. is 60 vessels, 4 of which are said to be building yet, adding their tonnage as well. The total mounts up to 307,743 tons. Figures compiled this year from the "Repertoire General," of the Bureau Veritas, Lloyds Register, and other authorities show that even the British-India Steam Navigation Co. have a much larger fleet than the P. & O. Co., the former being credited with 102 vessels, of 280,855 tons, and the Peninsular & Oriental with 58 vessels, of 272,756 gross tons. It was by the merest accident that the misleading caption caught our eye, and having straightened the thing up we can again jog along "full and bye" until another yaw showing a falling off from the course is perpetrated.

A DIGEST of the bill introduced in the Senate and House of Representatives this week as formulated by Senator Hanna is contained in this issue of the RECORD. We commend the various phases of the intended legislation for the upbuilding and rehabilitation of the mercantile marine to the most thoughtful and those of our readers who are in a position to best judge the merits of the several clauses contained in the measure. Senator Hanna is to be congratulated on eliminating the features of international discrimination so strongly upheld by some writers on the subject of the future of our mercantile marine. Taking Senator Hanna's bill in its entirety, it can truthfully be said that it is perfect, or as near thereto as the light of an up-to-date experience from every standpoint can possibly suggest. The bill, approved by both houses and adopted as a whole, will add fresh laurels to the honors of the Senator from Ohio and start us on our way towards the maritime supremacy of the world.

A LIST of merchant vessels of the United States for 1898 has just been issued by the Bureau of Navigation in compliance with the act of Congress, approved July 5, 1884. The volume now before us, popularly known as "The Blue Book," may be considered the best ever issued by the Department. We are pleased to note the absence of a lot of advertising matter and useless plates contained in former issues of this government publication, there is now nothing but strictly official and departmental work contained within its covers, and such as an alphabetical list of the tonnage of the United States ought to show. We have private "blue books" galore, showing the same matter with advertisements.

In an article in the current issue of the North American Review the Hon. Francis H. Wilson, formerly a member of the Naval Committee of the House of Representatives, refers to "the remarkable success of our navy in those two great naval engagements at Manila Bay and off Santiago." Mr. Wilson would do well to have his mentality pierced with the fact that there was no great naval engagement at either place. Admiral Dewey sailed in and sunk a few ill-equipped catamarans lying in Manila, and having such supreme contempt for the hulks around him, he piped all hands to breakfast in the middle of the excitement, thus giving the Spaniards a short respite from their involuntary bath, but there was no naval engagement about it at all. The momentarily exhiliarating game of hare and hounds along the south shore of Cuba surely can't be dignified by naming the circumstance as a brilliant naval engagement. The Spanish admiral had no intention or evinced no desire to enter into an engagement, never attempted to manœuvre his fleet into line of battle. He simply acted like a winded and wounded fox with the hounds and huntsman in full pursuit and both sides fully aware of the inevitable. There was more of a sea fight, and consequently naval engagement, between the old Alabama and the Kearsarge than was witnessed throughout the whole Spanish-American naval display.

Notwithstanding the findings of the naval court of inquiry into the abandonment of the late Spanish warship Infanta Maria Teresa, wherein everyone was exonerated from blame, or rather commended for their action, although the massive hull kept afloat for a couple of days and drifted ashore about fifty-five miles from the place of her abandonment, in fairly good condition. Notwithstanding the findings of the court, as we say, there is still a wide feeling extant that whoever was at fault, the abandonment was premature. Given the same circumstances and conditions in the merchant service we believe that the insurance policy would have been vitiated on the grounds of unnecessary abandonment. Viewing the loss of the late prize from this distance it looks as if a panic or scare had set in among all hands and they had become demoralized to the extent of trying to save the number of their mess irrespective of seamanlike conduct or the duties that they were expected to perform, and the result of the inquiry seems to be a distinct and positive technical whitewashing of those who ought to have been held culpable.

About a month ago we remarked that the owners of lake vessels chartered for coast service by the Atlantic Transportation Co., might bid goodbye and fare you well to their sofixed floating property as they would pan out one by one, or half a dozen together, and leave their bones outside the Gulf of St. Lawrence. Since we ventured the foregoing prediction there has been just an even half dozen passed out of the carrying trade, as follows: Steamer L. S. Porter, schooners H. D. Alverson, John O'Neill, Porter, H. H. Brown and San Diego. They seem to go a little more rapid, though, than we had honestly calculated.

NAVAL WRECKING AND SALVAGE OPERATIONS.

At a meeting of the board of construction, held at the Navy Department, on Monday, it was decided to recommend to the Secretary of the Navy that public bids be invited for raising the battleship Maine, in Havana harbor, and the Spanish armored cruiser Cristobal Colon, lying sixty miles to the west of Santiago, and to recover or remove other property on the Cuban coast, including several Spanish gunboats and auxiliary cruisers sunk by the Americans or by the Spaniards to prevent them from falling into the hands of the Americans.

When the subject of raising the sunken parts of the Maine was brought before the board a lively discussion was caused. It was contended in opposition to asking private firms to furnish proposals for raising the sunken hull that public secrets might be revealed if the vessel were brought to the surface instead of being destroyed. A majority of the board, however, was of the opinion that the government should throw open the work to private competition, and a report containing that recommendation will be presented to Secretary Long. One firm has already made a proposition to the department to raise the Maine, and the board decided that other concerns might desire to do likewise.

There was an apparent unanimity of opinion in the board that recovered portions of the battleship Maine would be of no value to the government, and that the only purpose served in raising them was the removal of a dangerous obstruction from Havana harbor. In the course of the discussion a suggestion was made that the best method of disposing of the wreck would be to tow it out to sea and sink it there, but the great demand for relics of the vessel will, it is believed, cause the successful wreckers to place much of the recovered portion of the ship's structure on sale.

A Swedish company has sent agents to Santiago to examine the Colon, and it is believed that this firm will submit an offer to raise or remove the vessel in response to an invitation from the Navy Department.

ADMIRALTY DOCKET AT DETROIT.

Judge Swan, of Detroit, called the admiralty docket in the United States district court Tuesday and set the causes down for trial as follows: January 3, Clarence Scott vs. propeller Douglass; Albert Brown vs. scow Alvina; Joseph Levi vs. steamer Niagara; Alex Ruelle vs. schooner John Breden. January 4, William Smith and William Yendell vs. steamer Ohio; the Detroit Dry Dock Co. vs. barge Tycoon; the Detroit Dry Dock Co. vs. barge Mikado; Thompson Towing & Wrecking Association et al. vs. schooner Cheeney Ames; estate of H. D. Edwards et al. vs. barge Mikado. January 5, Edmund Hall vs. propeller J. H. Wade. January 6, David Manning at al. intg. vs. schooner Home. January 7, Edmund Hall vs. tug J. C. Martin and barge Bavaria. January 9, Thompson Towing & Wrecking Association vs. schooner Biwabik. January 10, S. Harry Reeves et al. vs. schooner Ida M.; George W. Allen vs. schooner St. Lawrence; Richard B. Sims vs. steamer India; John Maloney vs. tug Grace Ruelle. January 11, Alfred C. Billinghurst vs. steamer George F. Williams; Peter Sauchersan vs. schooner Maria Martin; Walter P. Bogart vs. steamer Atlantic. January 16, Lake Superior Towing Association vs. schooner Robert Howlett. January 19, John M. Balfour et al. vs. propeller Northern Wave. January 23, Martha Davis, H. J. Davis, and D. M. Smith vs propeller Garden City. January 24, George Nester et al. vs. propeller H. E. Runnels. January 26, James McBride et al. vs. steamer J. H. Devereux; Robert and Eugene Schook vs. Francis F. Palms et al; C. R. Jones vs. schooner Melrose and cargo; Ogdensburg Transit Co. vs. schooner Melrose; Harris Baker vs. schooner Nassau. January 30, Thompson Smith's Sons vs. steamer Tuscarora; the Grand Trunk Railway Co., of Canada, vs. ferry boat Excelsior. February 1, the Wilson Transit Co. vs. steamer George Presley and schooner Helvetia and Nellie Redington; H. J. Johnson et al. vs. steamer Robert Fulton. Feb. 2, William H. Gratwick et al. vs. steamer Pine Lake and cargo; Harris Baker and Charles A. Chamberlin vs. lighters Tycoon and Mikado.

A number of these cases will, as usual, be settled out of court, in fact, some of them may already have been so disposed of, but so reads the docket for the term until the cases are called.

ANOTHER SURE CURE.

Bright red spectacles, with an accompaniment of internal doses of calomel, form a new German specific against seasickness, says an exchange. The idea is that as seasickness is induced by the lack of blood in the brain, and while red sends blood to the brain with a rush, the spectacles will influence the brain to behave itself. It is claimed that by looking at one point through red glasses for some time the patient is radically cured. But what becomes of his optic nerve meanwhile? Red has a painful effect on that, and one would much rather be seasick than blind.

On the Great Lakes the most wonderful economies are now practiced in the handling of its vast commerce. With the deepening of the channels that connect the several lakes so as to accommodate vessels carrying cargoes of 7,000 and 8,coo tons, and with the port facilities for the most rapid loading and discharging of these vessels, reductions in rates of transportation not dreamed of a decade ago have been accomplished, with the result that the iron ore of Northern Michigan and Minnesota is brought to lower lake ports at the minimum of expense, while its transportation to the coal mining and iron and steel making district is also down to the minimum. These are the factors that have made it possible, in combination with American ingenuity and superior intelligence, for our steel and iron manufacturers to compete in all the markets of the world in the profitable sale of the great staple iron manufactures. This, too, is what gives the future of American ship building for the foreign trade the glowing hope and belief of unparalleled and profitable extension.—Oswego Daily Times.

TO EXPLORE THE ANTARCTIC CIRCLE.

A cable from Hobart Town, Tasmania, this week, states that the Borchgrevink expedition, which sailed from England last August will make an attempt to find the south pole. The expedition is backed by Sir George Newnes, the journalist, and proprietor of several popular penny papers in England, who advanced the funds to pay for and equip the ship that Borchgrevink is using. The explorer has made Cape Adair, on the coast of Victoria Land, his base of supplies. During his stay at Cape Adair he was to have made an effort to fix accurately the magnetic pole. The Southern Cross meanwhile proceded to Tasmania and has just now left there for Cape Adair, where she will meet Borchgrevink, bringing to him a picked crew for polar work. The two forces—the scientific members of the expedition who have been making observations in the country about Cape Adair and the new crew of the Southern Cross—will combine, and then the real attempt to find the pole will be made. It is expected that Borchgrevink will not enter the polar regions—if he ever reaches them before October or November of next year, and it is believed he will be able to return to England in 1900.

C. Egeberg Borchgrevink is a young and sturdy Norwegian, who is the only white man that ever set foot on the antarctic continent. About three years ago he went to England penniless, but was warmly received by the Royal Geographical Society. There he met Sir Joseph Hooker, the only survivor of the last antarctic expedition. The Norwegian was taken up by Sir George Newnes and the Southern Cross provided for the enterprise. The explorer is well equipped for his trip, and even if he fails to geographically locate the pole it is expected that the scientific results of the expedition will be of the highest value.

A GLASS-BUILT YACHT.

When the Canada beat the Vencedor and wrested the Toledo cup from American yachtsmen in 1896 it was a blow to the pride of American yachtsmen and they vowed to build a yacht that would show British boats her heel in the race around the stake boats. The opportunity will come next year when the race for the cup will again be sailed. Every city on the Great Lakes is invited to send a yacht to Chicago, the home of the challenging club, to compete in the trial heats. This will be only second in interest to the big international races, for the swiftest boat will be selected to uphold American pride in Toronto Bay, the place selected for the race.

The Toledo Bee, in an article on the coming lake yacht race, says: Toledo will undoubtedly be represented in the Chicago trials, and yacht designers of this city are already casting about for a model that will be one of the fleetest things under canvas. It is proposed to construct the Toledo yacht of glass. The science of glass fashioning is making remarkable strides and it is thought to be just in its infancy. Already gas pipes are being made of glass and they are found to be highly satisfactory. To build a glass yacht is among the possibilities.

The boat of glass would have many advantages over one constructed of wood. Finer lines could be drawn, as the contour could be made perfection. As smoothness is one of the essential things desired in a fast sailer, the hull of a glass boat would offer little resistance to the water and no process of scouring or varnishing could impart the smoothness obtained to a wooden hull. That a glass boat will be made at Toledo is among the possibilties, if trusted glass men say it will do.

The leading bankers and capitalists of Toronto are evincing considerable interest in the matter and the Canadian defender will be a boat worthy to uphold the honor of Great Britain. Money will be spent without stint by the men in the Canadian city. Prominent bankers and moneyed men of Cleveland have announced that the trophy will come to that city if ingenuity and money enter into the matter of building a cup winning yacht. The Forest City has boasted that the yacht that bears the pennant of the Toledo Yacht Club shall not bear home the coveted cup.

Toledo is the future center of the glass making industry of this country and the pride of the city will be at stake in the making of the first glass boat. It is but fitting that the novel craft should fly the colors of the Toledo Yacht Club. This should spur Toronto artisans on to success in the unique undertaking.

The steamer Donaldson burned on Saturday last at her dock in Bay City. W. H. Sharp, one of her owners, estimates her damage at fully $10,000.

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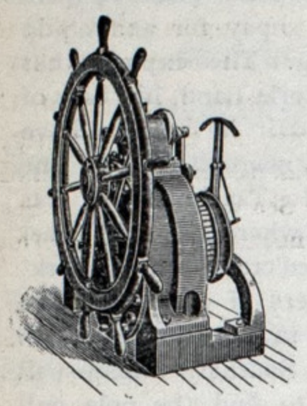

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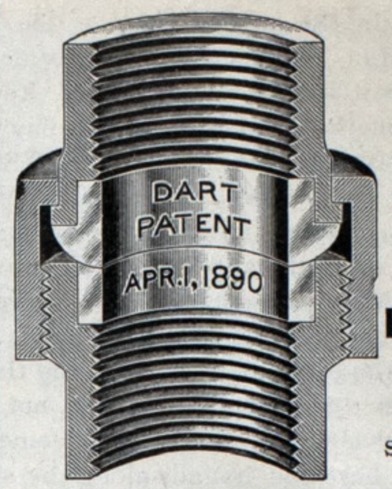

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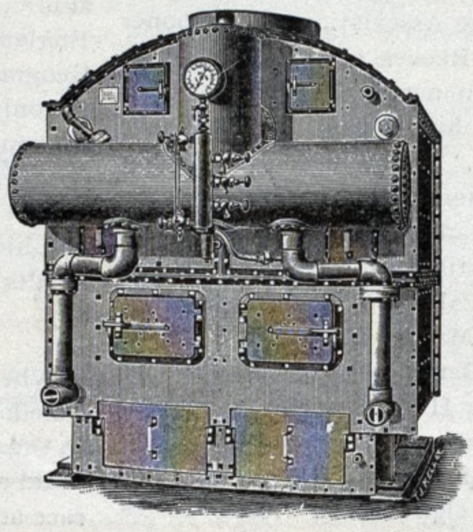

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A BILL TO REHABILITATE THE UNITED STATES MERCHANT MARINE.

One of the most important measures introduced in Congress this session was offered by Senator Hanna, of Cleveland, on Monday and introduced at the same time in the House of Representatives, by Congressman Payne of New York. It is a bill to grant subsides to American shipping, and is calculated to give the merchant marine of the United States its proper status among the great nations of the world. Mr. Hanna's measure is entitled :

"A bill to promote commerce and increase the foreign trade of the United States, and to provide auxiliary cruisers, transports, and seamen for government use when necessary." The first section provides a graduated plan of compensation for all vessels in foreign commerce flying the American flag, from the slowest sailing vessel to steamships of 10,000 tons burden, capable of making twenty-three knots an hour and upwards. Section 2 provides that at least one-fourth of the navigating crew must be citizens of the United States. Section 3 provides for speed tests. Section 4 provides a bounty of $2 per ton for all vessels engaged in the deep sea fisheries, requiring that at least one-third of the crew be citizens of the United States. Section 5 provides a bounty of $1 per month to each sailor actually engaged in the deep sea fisheries. Section 6 provides sateguards for payments. Sections 7, 8, 9 and 10 make a general provision similar to the act of 1892, under which New York and Paris were admitted to registry and the St. Louis and St. Paul were built extended to all similar vessels owned by American citizens. Section 10 requires that a certain number of American boy apprentices shall be carried on each American vessel and taught the art of navigation. Section 11 provides that in time of war all vessels under this act may be taken by the government and used as cruisers, transports, etc. Section 13 prevents all vessels built under this act from participating in the coast trade or fishing. Section 14 provides that all vessels registered under the act shall carry mail, if required, without other compensation than that provided in the act. It also provides for the cancellation of the present mail contracts with American lines.

The bill, it is explained, provides the same general system adopted in building up the German, British and other foreign lines. All of the foreign countries engaged in commerce, the proposers of the bill state, still maintain their lines by a system of compensation to a greater or less extent, some of them extending the system, as does this bill, to all the merchant marine registered under their flag.

Senator Hanna, referring to his bill, said : "The whol country is keenly alive to the importance of restoring the American merchant marine in foreign trade, and expects Congress to act promptly. The main purpose of my bill is to enable the producing and all other industries of the United States to regain our just position in the markets of the world. "The bill is the result of a painstaking inquiry into different methods proposed for the restoration of the American flag on the high seas, and I believe it embodies the only practicable method at this time. I have read over our more important treaties recently and I find the plan to give a bounty on exports in American vessels is not feasible.

"The discriminating duty plan is open to serious objections. The plan proposed in this bill is a combination of the best features in the policies of Great Britain, Germany, France and Japan, our principal competitors, and if adopted is certain to succeed.

"The rates of compensation have been carefully worked out and are sufficient to overcome differences in the cost of operation and construction of American vessels and foreign vessels. I do not think any reasonable and patriotic American can object to such legislation. The aditional expenditure involved by this bill will be from $1,500,000 to $1,800,000 for the first year, and in time it will doubtless equal an annual average of $5,000,000 or $6,000,000.

"We have paid almost as much as that for a single battleship, fully armed and manned. France pays $8,000,000 a year to promote its merchant shipping, and even Japan has set out to pay $5,000,000 annually. With its enormous resources the United States can well afford every dollar which can be expended as proposed.

"It must be remembered that for every dollar we pay out under the bill we shall get back ten dollars in the way of freight money, which now goes to foreign ship owners.

"During 1898 we spent $175,000,000 in freights for our seaboard commerce, over four-fifths of which went to foreign ship owners. I hope the bill will be carefully considered by the country in the light of all the facts. I hope it will pass at this session, for the longer we delay the more difficult will be the establishment of American merchant shipping in foreign trade."

He makes a few comparisons. Canadian Pacific ships from Vancouver to Hong Kong get $19,440 from the British government. A similar voyage by an American ship under this bill would net her $17,125. The North German Lloyd from Naples to Hong Kong averages $19,875 per round trip. An American ship would get $20,950. A French steamer gets $31,450 from Marseilles to Hong Kong, while an American would get only $25,480.

He says we could not hope to compete except for three facts: Our Pacific ports are nearer to eastern Asia than are the ports of Europe; Suez canal tolls handicap that route as compared with the direct one across the Pacific, and, finally, we purpose paying for the trips of slow cargo ships which may be operated in connection with the fast mail steamers which alone get anything from foreign governments.

FOR IMPROVEMENTS AT LAKE MICHIGAN HARBORS.

A Washington special says : Congressman Hamilton has filed his statement with the Rivers and Harbors Committee for the improvement of St. Joseph and Benton Harbor and for South Haven and Saugatuck harbors. St. Joseph and Benton Harbor are said to be rapidly growing together and now contain a population of about 14,000 people. The outlet of the harbor into Lake Michigan is protected by pier of piling and timber cribs. The north of these piers has recently been rebuilt, but the south is in a ruinous condition and demands immediate attention at an approximate cost of $20,000. Dangerous bars have been formed in the harbor by lake winds and by deposits of sand brought down by the St. Joseph and Paw Paw rivers. On a bar formed by these deposits the wreck of the City of Duluth still lies, and commerce has been obliged to make a new channel around it. In response to a concurrent resolution which passed the House and Senate last February, the corps of engineers reported that the extension of both piers into deeper water was necessary and estimated the cost of such extension and necessary dredging at $380,000. Mr. Hamilton adds that the demands of commerce can hardly be overestimated and are constantly increasing, due especially to the development of the western Michigan fruit belt, which is said to be larger even than that of California.

THE lake schooner or tow barge San Diego reached the Atlantic where she was set fire to and abandoned in a sinking condition last week, valued at about $18,000, two-thirds covered by insurance. She was well sold.

ACROSS THE ATLANTIC IN A WHITE STAR LINER.

During a trip across the Atlantic this month Dr. Inches writes to his friends in St. Clair, Mich., as follows:

Well, here I am away out in the middle of the Atlantic. I've done everything else till I'm tired of it, so now I'll write you something about the boat I'm on and the people on board of her.

The White Star Line steamship Cymric is the largest of that famous line and for that matter the largest carrying ship in the world. There is one other steamer which measures up as large but on account of being built for speed can not begin to carry with the Cymric. She is not nearly so fast, however, as many of the ocean greyhounds which cross in less than seven days, for she takes nearly nine days to make the trip. She is just 600 feet long, 64 feet beam, and registers 12,552 tons. That does not sound so very big does it, but let me put it in another way. If the stern of the Cymric were placed even with the lower end of Moore's grocery store her bow would reach well into the building occupied by Moore's furniture store just south of Brown's hotel, or again if her stern were placed hard against the front wall of the post office her bow would extend just thirty feet on the property of the Congregational church. Now you get some idea of her.

When we left New York she was drawing 29 feet of water and is often loaded to an even 30 feet. To do this it is necessary to load up on her 17,000 tons of freight, which she generally carries on her Eastern trip, but at present we are only carrying 15,600 tons on account of not having time enough in New York to load. This morning the chief engineer told me she had carried on one load over 21,000 tons, including her coal, on a draft of nearly 32 feet.

When one considers the various dimensions of the Cymric they are simply astounding. She is 42 feet deep below the main deck or 50 feet below the flush deck which runs her entire length. Then there is the promenade deck amidships 250 feet long and above that the weather deck 150 feet, both of which are the full width of the ship. To the weather deck it is just 37 feet from the water line and just 30 feet from water line to keel, giving a height of 67 feet from ke l to upper deck. On this weather deck there is the steel house for the library and smoking room which is 100 feet long, 30 feet wide and 8 feet high so that the small deck on top of this house is just 75 feet above the keel or nearly twice as high as the Beyschlag block on Front street.

Let me put it a little plainer. The Oakland hotel without the brick engine house is not 600 feet long, the main roof of it is not 50 feet high even from the front lawn, so that it would go under the flush deck of this boat, no part of the tower in the center is anything like 75 feet high and no part of the building is 64 feet wide except where the kitchen is built on behind. So that, impossible as it may seem, it is a fact that with the exception of the kitchen and the brick engine house, the entire Oakland hotel building, basement, tower aud all could be put inside of the Cymric and not be seen.

She is fitted up with exactly the same elegance as the Majestic and Teutonic and gives precisely the same service but takes two days more to make the trip across. Although the largest boat she is only fitted to carry about half as many first class passengers and carries no second class, but has steerage quarters aft below decks. Her staterooms are therefore very much larger than usual, the one I am in being over 8 feet square. It is furnished exquisitely and contains all the usual luxuries.

The Cymric was built as an experiment. Her advantages are lots of room and freedom from vibration and rolling. When I lay in my berth it is almost impossible to tell whether or not the machinery was in motion, and in a storm she is a wonder. All the old travelers on board unite in saying that they have never seen anything like her in a sea. Last Thursday and Friday we came through a storm which would have tossed an ordinary boat around in good shape, but the Cymric did not roll much more than the Greyhound does when she passes another boat in the St. Clair or Detroit river. We have over 100 cabin passengers and we are seven days out, but so far I have not seen a single case of seasickness, and I am certain that no person has been compelled to feed the fishes unwillingly.

NOTES.

ABOUT half a dozen vessels is the number that will winter at Duluth. Buffalo has a cinch on all other ports this year.

IN A communication to the State Department United States Consul General Holloway, at St. Petersburg, says that the Russian Government has no purpose of building a ship canal to connect the Baltic Sea with the Black Sea and he suggests that the American newspapers be informed of that fact.

PRESIDENT ORCUTT is authority for the statement that while no definite arrangements have yet been concluded for the establishment of an immense ordnance plant at Newport News to work in conjunction with the shipyard that negotiations have proceeded so far as to promise practically the completion of the scheme. He says that with this plant located the firm would be able to build the finest war vessels complete with guns and all parts of their equipment.

ASSISTANT SECRETARY ALLEN, who is directly in charge of the wrecking operations on the Spanish vessels, has been informed that the Neptune Salvage Co., of Sweden, has dispatched a vessel with a number of divers to the wreck of the Colon. They will make a thorough inspection of the hull under water and upon their representation the company will make a report to the department to attempt to float the vessel.

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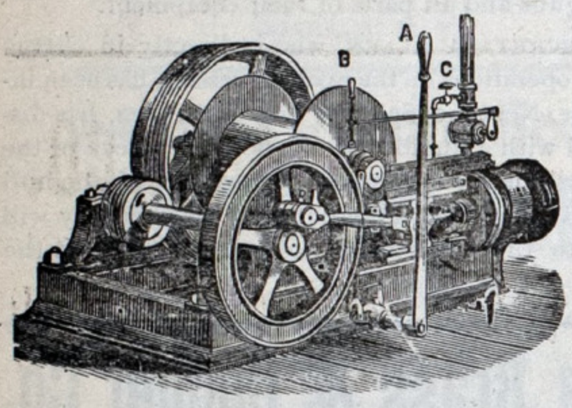

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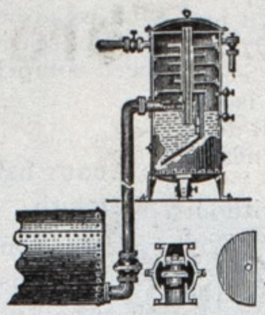

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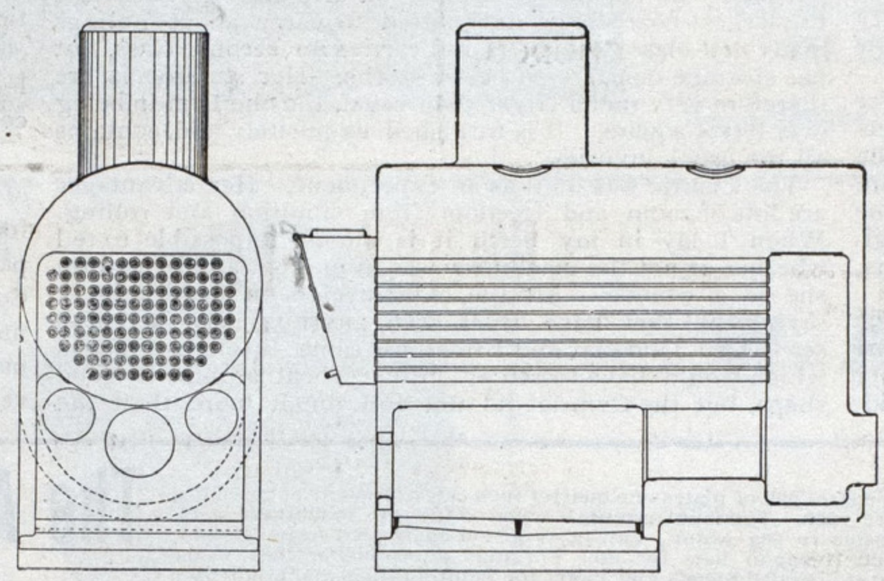

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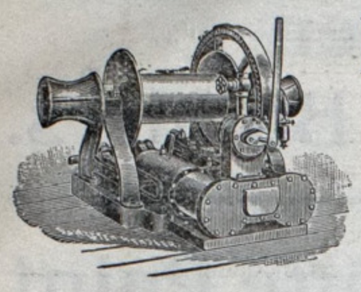

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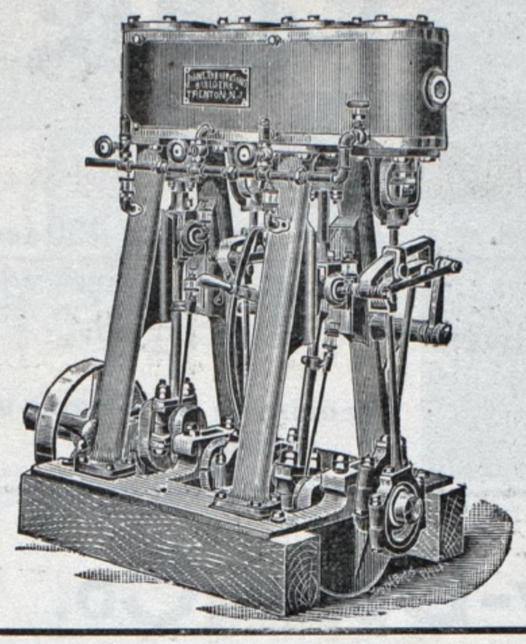

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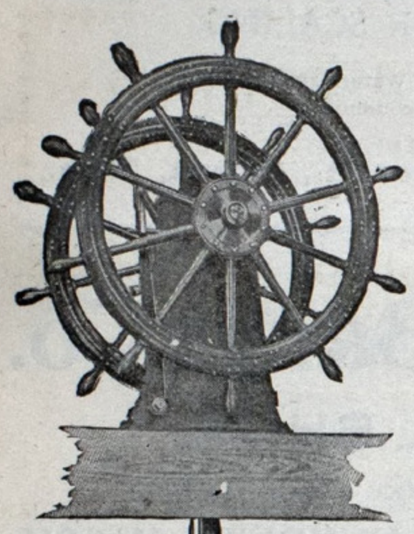

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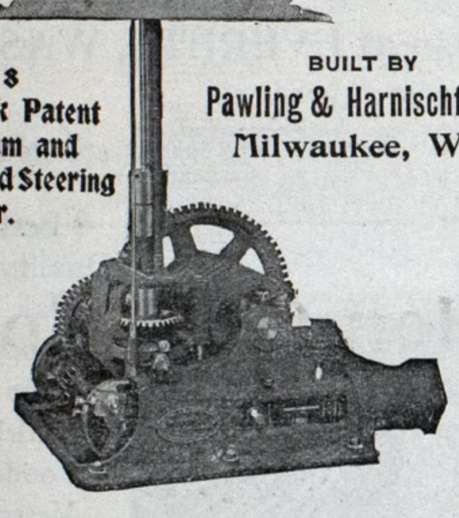

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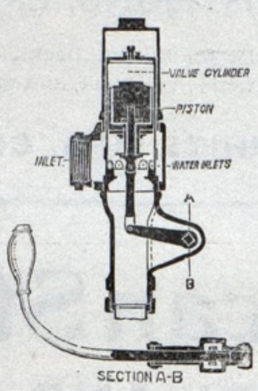

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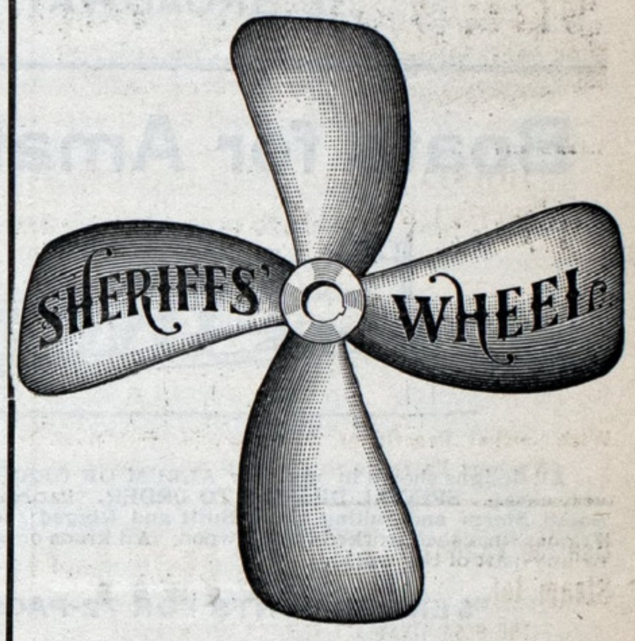

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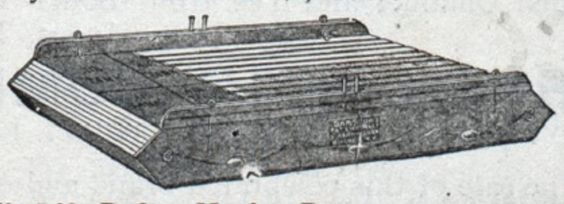

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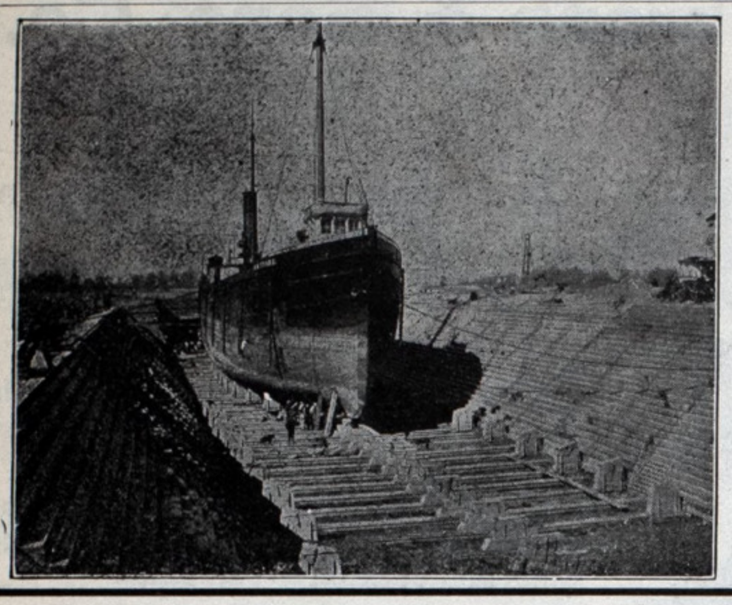

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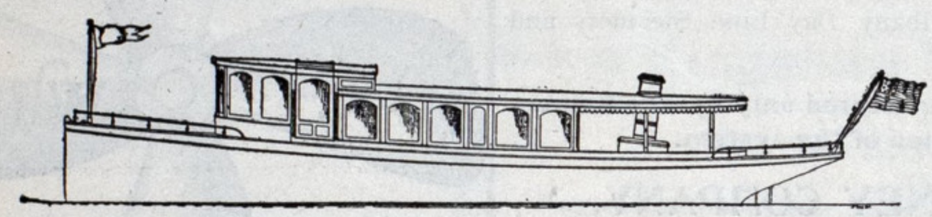

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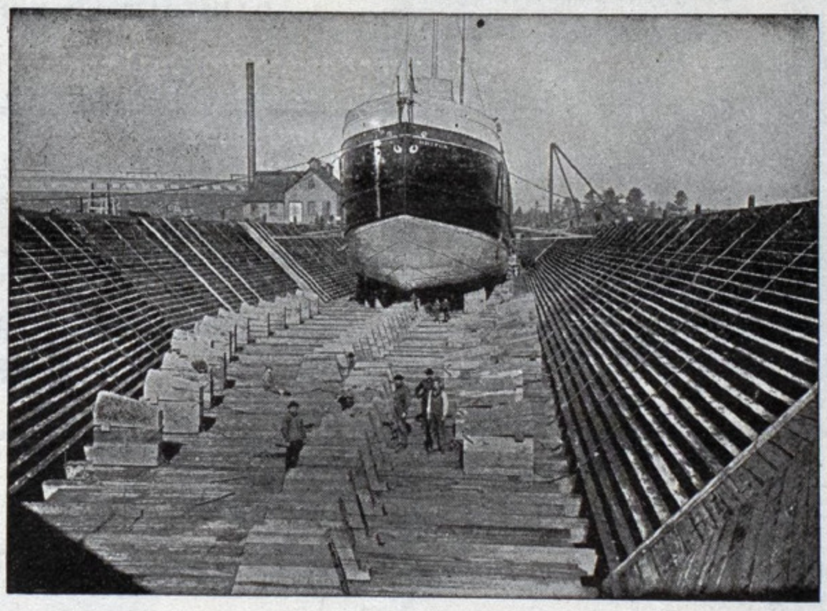

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